

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON. MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 3 ^d January.		THURSDAY, 6 th January.	
8.00 A.M. HOMAM	8.00 A.M. FATSHAN	8.00 A.M. HOMAM	8.00 A.M. FATSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 4 th January.		FRIDAY, 7 th January.	
8.00 A.M. KINSHAN	8.00 A.M. HOMAM	8.00 A.M. KINSHAN	8.00 A.M. HOMAM
		10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
		SATURDAY, 8 th January.	
		8.00 A.M. HOMAM	8.00 A.M. FATSHAN
		10.00 P.M. FATSHAN	5.15 P.M. KINSHAN

WEDNESDAY, 9th January.

8.00 A.M. FATSHAN	8.00 A.M. FATSHAN	8.00 A.M. KINSHAN
10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. HONAM

SUNDAY, 9th January.

8.00 A.M. FATSHAN	10.00 P.M. KINSHAN
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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fag in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI", 1,365 Tons and "SUI-AN", 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On **SUNDAY, the 9TH JANUARY, 1910.**

The Company's Steamship

"SUI-AN,"

will depart from the **COMPANY'S WING LOK WHARF at 9 A.M.**

Departure from **Macao at 5 P.M.**

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE
S.S. "HOI SANG," 457 Tons
Departs from Macao to Canton on Monday, Wednesday and Friday, etc. at 8 A.M.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 Tons, and "NANNING," 560 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa on the Companies' direct steamers "Liatua" and "Sanni." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE,
String Band play during Tiffin and Dinner.
A. F. DAVIES,
Manager.
 Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of a First-class FRENCH CHEF. Telephone 11-11-11.

Under Personal Supervision of

L. GAMEAU, **N. BEUMANTHAL,**
Proprietor, Manager,
Telephone 2200, Telegrams "Agni"

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BEST BRANDS OF LIQUORS.
MEALS A LA CARTE AT ALL HOURS.
 DINNER SERVED AT 12 MIDDAY.

BOARD and RESIDENCE at MODERATE RATES.

TEA and REFRESHMENTS served on the Lawn or Veranda.

20) Wm. WINCH, Manager.



Intimation.

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LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

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LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hong Kong, 15th July 1917

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 8, 1910.

A BENEVOLENT INDIAN MONEYLENDER.

What has come over the spirit of the Indian moneylender in Hongkong, when of his own accord he expresses his willingness to forego his pound of flesh? Time was when the moneylender was regarded as a usurer pure and simple and to our shame be it said in the light of the evidence given in a case in the debt court yesterday, we have on occasions denounced these rascally Indian vampires who fatten on the blood of the unfortunate poor. Now it seems that the Indian moneylender is not a human leech; rather he is a philanthropist, ready to come to the aid of his fellow man—with emphasis on the "man"—and help him over a way-side stile. But when we come to examine into the facts more closely we feel bound to confess that in no single respect does this moneylender bear out the general description of his tribe. It was not alleged that he charged interest—the most extraordinary feature of all. He did not proceed to the debtor's house and raise pandemonium in order to show him in the face of his neighbours. He did not expostulate, or ledge and contradict himself in Court, nor did he seek to make out that the only truthful man in Court was himself. What manner of man is this, we ask, to set up business as a money lender? He does not appear to know even the rudiments of the game in which bully-ragging and high finance are interchangeable terms. Gunda Singh is a watchman and he lent certain parties, a man and a woman, \$450 on a promissory note. It may be asked by the inquisitive reader—where did Gunda get all that money? Assuming that he has been a watchman for a number of years at \$70 a month and that he saved at the rate of \$60 a year, how long would it take him to bring his banking account up to the figure stated. The reader can work it out for himself, but it is quite evident that the

average Indian has some private source of income which is beyond the knowledge of the ordinary European. Because this is not the first time that Indian watchmen have appeared in Court as money-lending creditors of large amounts. In the majority of these cases we have not been interested in the amount lent so much as in the enormous rate of interest charged. We can recall half a dozen cases in which the rate per annum ran well over 250 per cent., with the result of course that the more the borrower had to pay the deeper he dived into debt. But Gunda Singh, who seems to be a second edition of a Gunda Diny is made of different clay, for, as we have said, there was no mention of interest by the plaintiff when the parties came into Court. The defendants declared that they had made payments amounting to \$130, when his Lordship, purely off his own bat, so to speak, said: "But that was paid as interest. You cannot take that off." Nobody seems to have replied to that, because the argument was immediately shifted and the suggestion was made that the plaintiff should agree to regard the debt as being \$320. "Nothing doing," said the plaintiff in effect, and accordingly the woman in the case proceeded to declare that the money had been paid, but whether as interest or return of capital did not transpire. Now we come to the crucial point, for we read that: "Plaintiff denied having received the money, but agreed, if the first defendant would go into the box and state on oath that the money had been paid, to accept his statement and agree to judgment for \$320." Here is a fine example of the Indian regard for a lady. The female defendant had sworn on her oath that the money had been paid, but the plaintiff was not satisfied. In fact he bluntly insinuated that he was not born yesterday nor was he on the outlook for fairy tales. But if the male defendant said the money had been paid then well and good. Man to man they could believe one another, but when it was a case of a woman's truthfulness he preferred to stand aside. This is a sad aspect of life in the Orient. We wonder whether this Indian watchman is the possessor of what used to be called a zenana?—at least that was the word used in those old forgotten days when black, scowling tramps managed to cadge our last threepenny-bit on the plea that it would be spent on zenanas. What they wanted to get into the zenanas for we haven't the slightest idea, but in our imaginative youth we figured out that a zenana and a nautch dance were very nearly synonymous. Of course we know better now, worse luck, but we still regret that succession of pennies which went into the capacious pockets of the licensed band of mendicants. To resume, however. If that Indian owns a zenana and a plentiful store of wives we wonder what sort of reception he got last night when they learned that he scorned a woman's word? Did Mrs. Gunda Singh imitate the notorious Mrs. Coudle and "soundly berate her spouse, or did she welcome him home with the remark that everything in the garden's lovely? At all events, when the male defendant went into the box and swore that payments on account had been made, the plaintiff accepted the situation and the Court entered judgment for \$320. In the circumstances we do not understand why the case was brought into Court at all. The debt was not denied and the plaintiff acquiesced on the statement that payments had been made. Where was the case? It is somewhat disappointing, however, that none of the papers give the address of this benevolent Indian watchman who will lend you \$450 and take your word for it that you have paid it back. Such an omission amounts to gross negligence.

RICKSHAS.

It is an old question to bring up, that regarding the condition of the rickshas in Hongkong, and we should not think of referring to it, were it not that a description is given in a Northern contemporary of the methods adopted to discover whether the vehicle is in a fit condition to ply for hire. Some time ago, when what are known as "first-class" rickshas were introduced into Hongkong, everybody was led to expect that the good time had arrived when we should skim across the ground like swallows over the surface of a pool. We were told how admirably arranged these machines were, special care had been taken in their construction, how the tyres were of the most fashionable make, and how the pullers were selected from the *crème de la crème* of Chinese athletes, who had been super-educated in the art of politeness and courtesy. There were many people who thought the prospect too good to be true, but most of us being ready to believe anything which would relieve us from the dominance of the yelling bandits who poured the streets accepted the statements as gospel readings. To make a long story short, we were like the proverbial stranger. All the difference we could see in the first-class vehicles was that they were rubber-tyred and some of them painted in the most atrocious hues, calculated to give the liverish individual jaundice at first sight. That would not have been so bad if the wheels had been securely fixed, but there does not seem to be

in Hongkong a single licensed ricksha which is not tottery and in constant danger of depositing the fare in the mud. Of course that is due to the fact that the pullers insist on running along the tram rails, and as a consequence when a rail projects above the level of the roadway the ricksha performs a violent dream dance to the great delight of onlookers and the consternation of the passenger. Probably it would be impossible to prevent the pullers using the tram line as a sort of racing track, but if that could be done then something would have been achieved. What we cannot understand is how these old delapidated machines came to be passed and licensed, and how pullers who are on the verge of the grave and cannot run two steps are allowed to drag out their miserable lives by the sanction of the authorities in this cruel fashion. In Shanghai we learn that the work of the ricksha depot is carried out by a foreign sergeant and six native constables. During the morning their time is occupied by the inspection of rickshas submitted for examination by owners who wish to take out licences during the following quarter. From 2 to 3 p.m. rickshas for which licences have been suspended are examined, and if found satisfactory, the licences are returned. Old rickshas brought in from the various stations are examined between 3 and 5 p.m. It should be mentioned that there is a recognized scale of licence suspension. The term of suspension ranges from four days for an old cover, rain apron etc., to seven days for having no rain apron, an old, a young or a sick coolie, old wheels etc., fourteen days for having a coolie blind in one eye and a month for an old and unsafe ricksha. For the more serious defects the owner may also be prosecuted. But it is the test by which vehicles are found to be fit for service or otherwise to which we would call the attention of the Hongkong police. The *N. C. Daily News* says: The test to which a ricksha brought in for inspection is subjected is a pretty severe one. In former years the inspecting officer was armed only with a hammer, and there was considerable discontent among owners because of the damage done to really sound vehicles. Now the only tool used is a screw-driver, with which the officer pokes various parts of the body of the ricksha to see that it is made of sound wood. The real test comes when the ricksha is raised on one wheel, the officer places his foot on the bottom rim of the other and gives it a quick downward jerk. If the axle or any part of the wheel is jerry-built it is hardly possible that it will survive this test which is tried first on one side and then on the other. Assuming that the ricksha passes muster the licence number is stamped on the wheels and body, and stencilled on the hood, rain apron, and coolie's uniform and hat. If the vehicle collapses under the test it is taken away, to be used as firewood if the damage is beyond repair, or to be mended if the defect discovered be a trifling one. The licence plates are removed from defective rickshas and are not returned to the owner until the period of suspension has elapsed and the ricksha has successfully passed inspection. The procedure might well be cut out and posted up in the office of the ricksha inspector in Hongkong.

QUAINT VAPORINGS.

A curiously discursive article on Far Eastern affairs appears in a recent number of the *Poll*. It is *Mr. Gossie* in which all sorts of things are mixed up in a general hotch-potch. We have not the faintest idea who the writer may be, but as he is described as a special correspondent he is presumably of some position. At the same time, one wonders where he got all his information from, especially his generalisations. In dealing with the shipping trade he, as a Britisher, naturally arrives at the conclusion that the only nation which is cut of the running is Great Britain. Germany and Japan are the most determined runners in the race, which implies, of course, that the red flag is nowhere to be seen. "Many of us (says the writer) will still remember the aggressive declaration of policy by the chief shipping firm in Japan some years ago. The result of that policy is now apparent in the six fine new 9,000-ton liners of the Nippon Yusen Kaisha trading between Japan and London. The North German Lloyd Company, too, keeps some of its biggest and most modern vessels on the Far Eastern service, but the chief British company, the P. & O., only occasionally sends one of its crack liners direct to China and Japan." Granted that the N. D. L. and N. Y. K. are getting along famously; that is not to say the P. & O. has left the field. But of late years there has been a tendency to throw cold water on the efforts of the British company to compete with its active and heavily subsidised rivals, with the result that those who began the movement of depreciation are beginning to persuade themselves that their original taradiddles were an actual fact. The truth is, of course, that all the shipping lines in the Orient are finding it the most difficult thing in the world to make ends meet. Even the Japanese companies which have many advantages in their favour, cannot that they are anxiously awaiting a revival of transport business, not only on the European

line, but also on the lines running to South America and the United States. The P. & O. Company goes its way without fuss or complaint, and all we know about its doings is from what transpires at the half-yearly and yearly meetings, and then we don't learn too much. But it must not be forgotten that at the last meeting of the P. & O. Company, the chairman referred to the Post Office payment for the carriage of mails, and from his comments we gathered that the payment was so low as to be practically unprofitable to the Company. If that be so, then the main contention that the P. & O. receives a subsidy on the same lines as its rivals will not prevail. To return to the P. M. G. writer, he says that "The Eastern passenger traffic is very considerable in these days, and there is no doubt that, by sending the best ships East, the Norddeutscher Lloyd Company is getting a bigger share than is comforting to the Britisher. In fact, the N. D. L. steamers, with their direct service, are looked upon as the passenger liners." The Japanese score by reason of their cheaper fares. The English companies are probably holding their own as regards cargo, but John Chalmers (and he counts in these matters) is as yet very likely to be impressed by noise and show, and he very probably thinks that the nation which can fly its flag on the biggest ships is the commanding nation. He is seeing a lot of the German flag just now in Hongkong and Shanghai, to say nothing of the coast ports. He is also seeing a good deal of the Japanese. "All these half truths are just the food for the rabid people who only rejoice when evidence or no evidence is forthcoming that the country is going to the dogs. To turn to another point, our friend the writer having solved the shipping secret, turns to Canton for news and proceeds to turn his information into this form: "The news that the Europeans in Canton, in view of the friction between China and the Portuguese colony of Macao, have decided to form a volunteer corps (presumably to protect their own interests, if necessary), reminds us that China is very much the same as of old in the opinion of people on the spot. What China, in these days of self-assertion will think of this veiled denial of her ability to protect foreigners in her own country is another matter." Now what is one to make of that? Does the P. M. G. man think that the British, German and French volunteers numbering a handful at the best and all busily engaged in commercial life, are to throw up their jobs and march off to Macao in order to save the Portuguese against Chinese aggression? If he does then his imagination is sublime. Incidentally he refers to Shanghai and actually has a word to say about Hongkong: "Canton, of course, only following the example of Shanghai, which has possessed for years a fine, efficient foreign volunteer corps which has done good work. Various nationalities have their respective companies, and recently even a Chinese company was inaugurated. Another small, but efficient, corps of volunteers in the Far East is that at Hongkong, although they are somewhat overshadowed by the garrison soldiers of that British Crown Colony. There are under 300 members." He tries to get in a joke about a call to arms when the Commandant took the field in a dress suit and so scared the natives that they are running yet. That is exactly the sort of stuff the "authority" in question should stick to; then he leaves sure ground. He will have a wide field and no competitors in dishing up fatuous fantasies.

LOCAL AND GENERAL.

THE Ta Ching Government Bank will establish a branch in Harbin.

It has been decided to increase the salary of a Grand Councillor to Tls. 20,000 a year.

A BLACKSMITH was this morning awarded three months' hard labour for stealing a quantity of iron bolts.

THE Papeh people have proposed to engage Taroa Jeme, Tien-yow to direct the construction of the Hupeh railway.

RULES for the election of Justices of the Peace on the Licensing Board are published in the current issue of the *Gazette*.

HIS Excellency the Governor-in-Council has decided that the Sham Shui Po cemetery shall be closed on and after the 7th inst.

THE Director of Education will be ex-officio a member of the Committee for the Wong-nichung and Queen's Recreation Grounds.

THE Kip's Esquire, empowering Mr. Francis Janssens to act as Belgian Consul at Hongkong has received His Majesty's signature.

It is stated that the Yochonpu has deputed a British delegate to negotiate with the Japanese Secretary of Legation in regard to a postal compact in Manchuria.

MR. R. O. Hutchinson has been appointed a member of the Committee for the Wong-nichung and Queen's Recreation Grounds, as representative of the Royal Hongkong Golf Club, Vice-Lieut. Col. Dumbleton, R.E.

THE Chinese Engineering and Mining Co.'s total output of the three mines for the week ending 29th Dec. 1909 amounted to 1,004,448 tons, and the sales during the period to 14,640 tons.

THE exports from Japan during 1909 amounted to ¥41,145,000 and the imports to ¥39,645,000. Trade is shown by these figures to be approximately normal conditions and the economic outlook is improving.

HIS Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. K. E. Lindsell and Mr. S. B. H. McElderry to be Cadets in the Hongkong Civil Service.

THE appointment of Mr. E. Jones to act as additional Assistant Harbour Master, and Mr. A. E. Davey to act as First Boarding Officer with effect from the 1st December, 1909, until further notice, is gazetted.

THE *Statesman* publishes a denial by the Managing Agents of the Rangoon Oil Co. and the Rangoon Refinery Company, of the report that Messrs. Rothchild have purchased a controlling interest in these undertakings.

A SITE, to be known as Kowloon Tong Cemetery, situated at Kowloon Tong, to the north of the Kowloon Tong Reservoir, in the New Territories, containing an area of 2½ acres or thereabouts, has been appointed as a burial ground for Chinese.

A SKOUL telegram states that the census now being taken throughout Korea will be completed by next March. It will then be found that the population of that Peninsula has added something to the 9,785,000, at which it stood at the end of 1907.

TWENTY Chinese naval cadets, sons of highly-placed officials, who have come to Great Britain to receive naval training, are staying at Southsea, under the care of Capt. J. J. of the Imperial Chinese Navy. The cadets, who are sixteen and seventeen years of age, will spend four or six, and in some cases eight years, in England. Six of them are going to the Royal Naval College, Greenwich, as students, and the remaining fourteen will be apportioned to the naval contractors' yards on the Clyde and the Tyne. Eventually, after training, they will return and take up posts in the Imperial Chinese Navy.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 30th December, 1909, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, \$4,241,759	\$1,300,000	
Hongkong and Shanghai Banking Corporation, 12,391,951	13,000,000	
National Bank of China, Limited, 50,940	nil.	
Total, 156,687,651	17,300,000	

It is not fit in the *Gazette* that, at the expiration of three months from the 5th inst., the following companies, unless cause is shown to the contrary, be struck off the Register and the companies will be dissolved:—The Shanghai Carrying Company, Ltd. The Hongkong and Minerals Company, Ltd. The Tung Sang Yee Newchwang Bean Oil Manufacturing Company, Ltd. The Man Ying Land Investment & Agency Company, Ltd. The Chungking Trading Company, Ltd. Tours of the World (Eastern) Ltd. The Hoi Sun Printing and Publishing Company, Ltd. The Sing On Steamship Company, Ltd. Cotnam and Company, Ltd. The Hongkong and South China Trading Company, Ltd. The Heng Fung Flour Mill Company, Ltd. The China Fishing Company, Ltd. The Kwong Shun Steam Boat Company, Ltd. The Oriental Union Fire Insurance Company, Ltd.

KAWASAKI DOCKYARD COMPANY.

HALF-YEARLY MEETING.

The half-yearly general meeting of the Kawasaki Dockyard Company last month adopted the report and accounts for last half-year, which recommended a dividend at the rate of 8 per cent. per annum as for the preceding period. The meeting also approved a proposal to add to the business of the company the manufacture of iron and other metal work and to make an addition accordingly to the company's articles of association. The net profit of the company for the period under review amounted to ¥345,859, which was distributed as follows:—

Reserve	¥35,000
Special reserve	10,000
Reserve for depreciation of buildings and machinery	20,000
Dividend at rate of 8% per annum	256,000
Bonuses to officials	10,000
Carried forward	24,859
Total	¥345,859

OPIMUM IN MANILA.

CONSULAR REPORT.

The prohibition of the use of all forms of opium, except medicinally, in Manila, put in force in March, 1908, caused a panic amongst the habitual eaters and smokers, says the Consular report for the Philippine Islands; but these were able to obtain relief from their sufferings through the care of the Government authorities, who provided hospital treatment, which was in many instances successful.

This item no longer figures in the customs returns, the importation of the drug being absolutely prohibited since March 7, 1908, except for medicinal purposes on account of the Government. There is reason to suppose that a considerable quantity is being smuggled into the country, but the customs authorities are taking drastic measures for the suppression of the traffic, a very complete search of every ship entering Manila waters is made by the select service police, and cases of smuggling brought to light are prosecuted with rigour, while vessels are fined when opium is found on board.

NOTES BY THE WAY.

THE C-METERY CONTROVERSY.

In England, the coming general elections would seem to monopolize public attention, but out here in Hongkong, since there is no such thing as the passion of party strife to enliven the dull routine of our lives, the weird subject of cemeteries and monuments would appear to be the burning question of the day. "It really does seem strange in this enlightened age that so much time and breath should be expended over a question which is of little public interest and which can hardly be said to conduce to a feeling of harmony among the various sections of Hongkong's cosmopolitan community but which everybody will agree is a matter which should best be left alone. Readers may probably have read of a budding lady novelist who is shortly to visit Hongkong and who has announced her intention of writing up her impressions of the Colony. I wonder if our latest critic will introduce the exhilarating topic of graves into her impressions. Great Scott! I dread to contemplate the sneers which will be showered upon us from sources wide and otherwise. We shall be charged with being prone, after talk of commercial depression has ceased somewhat, to invent fresh outlets for our superfluous intelligence and discuss the unknown mysteries of the graveyard. Really the grave question is becoming a grave scandal which should be slipped in the bud. The perpetrator of this heroic act would deserve well of his fellow-creatures.

"SCIRMS MANUFACTURED HERE."

Another screaming farce which was enacted at the last meeting of the Sanitary Board was the startling proposal of the Head of the Sanitary Department to treat certain correspondence, which was apparently to be treated in the usual way as confidential. The secret indignation of some of the members present may well be imagined when it is said that there was nothing of a secret nature in the correspondence in question, but the idea originated with one of the honourable members who appears to have had in mind the prevention of a public scare. The principle underlying the idea was doubtless well-meaning but it was extremely misguided, for any attempt to consider in cases correspondence to which the ratepayers were plainly entitled would have surely tended to create that very feeling which the authorities sought, and rightly so, to guard against.

A SCIENTIST'S VIEWS.

A number of eminent astronomers have lately been making researches into the appearance of Halley's Comet. One of the scientists declares that the tail of the comet may strike the earth next May, but the views which can claim the greatest amount of attention are undoubtedly those expressed by M. Flammarion, as they are likely to seriously affect all of us if the scientist's theories are based on solid foundations. M. Flammarion frankly declares that it is likely that the oxygen in the atmosphere will, at the time of the appearance of the comet, combine with the hydrogen of the comet's tail and thus bring about the death of the inhabitants of the earth through suffocation. If, on the contrary, there were a diminution of nitrogen, an unexpected sensation of physical activity would be experienced by everyone, and the human race would perish in a paroxysm of joy and delirium, probably delighted at its fate. How many are there in Hongkong who would look forward to such a prospect with unalloyed joy? Probably not many, as there are few of us who are eager to die just yet. The end of the world was long ago predicted by such famous characters as "Old Moore" and his satellites, but the respective periods assigned for the destruction of the universe have long ago come and gone and still this beautiful world of ours manages to jog along in the good old way. So my readers can congratulate themselves, at least for the present, that they are free from the wholesale massacre predicted by M. Flammarion.

THE MONEY LENDING CURSE.

At almost regular intervals, readers of the local papers are afforded an opportunity of seeing for themselves the mischief wrought by Indian money-lenders. The yoke of the usurer is as pronounced as ever and one is sometimes tempted to ask oneself by what peculiar process of British justice, which is so unbending in other respects, are these social vampires freely allowed to eke out extortionate interest which has brought about the ruin of many a humble home? A report on the Indo-Chinese Turkestan trade via Ladak for the year ending 31st March, 1909, just published, contains the following by the British Consul: "Money-lending, a business in which the Hindus from Shikarpur have been engaged in this country for many years, has been put a stop to by the Chinese Governor, and I am helping the Chinese to trample out the curse." Cannot the local authorities take the same step? By affording these contemptible usurers free access to the local courts to recover their extortionate charges, the law does not only allow them to recover their loans tenfold but provides a direct encouragement for the carrying on of the doubtful practice. It is a startling fact but it is true.

WHERE THE MILK WENT.

Last week, I remember feeling my readers to some milk topics (mind the Milky Way, as Halley's comet is approaching) and here is another milky way which the majority of people with a sense of humour may perhaps appreciate. A teacher was giving a lesson on the Cow. She was trying to impress on the young minds the various uses of milk. Butter, cheese, etc., had been disposed of and she wanted some bright child to tell how the farmer gave the surplus milk to the pigs. Landing up to this, she asked the question: "Now, children, after the farmer has made all the butter and cheese he needs and used what milk he wants for his family, what does he do with the milk that still remains?" A small boy of about seven years old, who had been sitting in the front row, raised his hand and said: "Well, Daddy, I've heard that the milk is given to the pigs."

PHILHARMONIC CONCERT.

LAST NIGHT'S MUSICAL TREAT.

The Hongkong Philharmonic Society last night provided a fairly large audience with one of those delightful musical evenings for which the members of the Society are responsible at regular intervals. The concert, as usual, was under the able conductorship of Mr. Denman Fuller, and, as has already been remarked, proved a huge success. The first part of the programme opened with a ballad entitled "The Miller's Wooing" by chorus and orchestra, which was rendered in an able manner. "Son of Mine" by Mr. C. K. Lloyd, R.M., was given in a pleasant baritone voice which was heard to great advantage. Mr. Lloyd as an encore contributed the song "I Live for You." Mrs. E. G. Barrett, who is always a favourite with Hongkong audiences, then appeared in a couple of bracketed items called "My Love for You" and "The Dawn of Joy," which were warmly applauded, the singer having to reappear and repeat the second item. The next item was a Duo Concerto (piano and violin) by Mrs. Cousins and Mr. A. S. Tuxford, which was well received. The gem of the first portion of the programme was reserved for the last. This was the stirring song "Tubal Cain" with orchestral accompaniment and the way in which the difficult composition was given reflects the highest credit on conductor and performers alike.

The second part of the programme was devoted to two items. The first of these was described as a Rondo Brilliant (piano and orchestra) by Mr. Denman Fuller, with Mr. A. S. Tuxford as conductor. The piece in the hands of such a player as Mr. Fuller could not but have been a success and the audience would not cry content until the player gave as an encore a pianoforte solo. The second item was Longfellow's famous poem "The Wreck of the Hesperus," orchestrated for the concert by Mr. Denman Fuller. Hongkongers have been made familiar with this classical item but with each successive appearance of Mr. Fuller's talented combination in the piece, the interest of the audience never lags but is at once aroused as if the composition was presented to them for the first time. The poem was rendered with great gusto and was a fitting conclusion to a successful concert.

CLERGYMAN'S EXPERIENCES IN CHINA.

The Rev. E. J. Hardy, M.A., the author of a well-known book, "How to be Happy Through Marriage," and for some time a missionary in China, when he paid a visit to Japan, gives a short account of his life in the Far East in Mr. T. P. O'Connor's journal, M.A.P. He says:—

"How to get married? is a problem on which I have been tempted to write before I produced 'Concerning Marriage,' in 1901.

"I was amazed at the red tape connected with it. I remember, when I was stationed in Hongkong, that I went to Canton on one occasion, in order to take some services, for there was no clergyman there, and an English doctor in the place asked me to put up his name of marriage. I asked him for the address of his intended. He told me she had no address, for she was on the sea, travelling out to him.

"It was necessary that the particulars should be filled in, and, as I was wondering what to do, for the doctor wanted to get married as soon as his intended arrived, it occurred to me that Stepeny is the seaman's parish, and all children born at sea are registered as of that parish. I, therefore, determined to register the young lady as in the parish of Stepeny; and in that way solved the problem to his satisfaction.

"The Chinese nation I regard as the greatest on earth, for the Chinaman can live on next to nothing, and he has no fear of death. Their intelligence is remarkable, and so is their power of adaptability. When I first went out to Hongkong I found a large number of the soldiers in some of the outlying districts up the Yangtze were armed with only bows and arrows. Three years later, when I went there again, they were fully equipped with excellent rifles and were well drilled. The only peculiarity was that they knelt to present arms.

"I was in Peking at the end of the Boxer trouble; and though I was advised not to go out, lost the mob should attempt violence because I was a foreigner, I paid no attention to the advice.

"Only on one occasion was I menaced in any way. Then I was surrounded by some 3,000 people, and I thought from their action that I was going to be killed. It occurred to me, however, that I had had a tooth covered with gold in San Francisco. I pointed to it, and at once the simple people thought I must be a demi-god, and became quite friendly. They even took me into one of the temples and showed me admiringly to the priests, because of my golden tooth.

"You make me sad when you ask about my first success. What is first success, when set over against lasting failure? Who can say that he has used more than half the opportunities of his life?

"Success is a vague term, and the estimation of it differs in each country. The Chinese ask a stranger: 'How many children have you?' and if he answers, 'No boys' (girls do not count), he is thought anything but successful.

"They would consider Messrs. Balfour and Haldane, the Bishop of London, Lord Kitchener, and other public men who are celebrated as failures for that reason. The poorest coddle having a son would be considered more successful than all these famous celebrities put together."

COMMERCIAL.

FRIED MARKET.

Messrs. Lamke and Rogge write in their fortnightly report of to-day's date:—

There is not much change to report since issue of our last circular under date of 25th ultimo, only a moderate volume of business was consummated, chiefly made up by fixtures of tonnage for coal requirements. There is no particular activity in any special trade. Owing to the approach of Chinese New Year, charterers do not feel much inclined to take up any tonnage arriving at loading or discharging port close to the coming holidays, in consequence of which rates in some instances have slightly receded, whilst supply of tonnage seeking employment is gradually increasing. We anticipate that there will not be much doing in the way of chartering before Chinese New Year is past.

Saigon-Hongkong.—As for prompt loading after the fixture of one boat at 11 cents, the inquiry has altogether died out. For forward loading in February charterers have continued trying to contract for tonnage for consecutive trips, but their attempts have so far proved futile, owners considering the rates held out inadequate and expect to do better by waiting.

Saigon-Singapore.—Has had a fixture on lump-sum basis; equivalent to about 15 cents Saigon currency per picul.

Saigon/Java and Java/Hongkong.—There is no demand for outside tonnage, regular liners being sufficient to meet requirements. The Nore, s.s. Brand has been taken up for Java trade; delivery in March, 9 months on private terms.

Saigon/Philippines.—There has been no change for the better since last writing. Dalby and Chefoo to Canton.—Only one fixture has transpired at the reduced rate of 24 cents. The price of beans having advanced considerably, charterers do not care to go into fresh operations for the time being.

Yangtze River freights.—Two outside boats have been taken up for Canton on lump-sum basis, equivalent to about 16 cents per picul.

Timber freights.—An inquiry for a suitable boat from Singapore to Shanghai, which has been in our market since the s.s. Ragnar founded in October last, has now been filled by the s.s. Brand.

Coal freights.—Coal tonnage from Moji to Hongkong is still difficult to obtain, and fixtures during this fortnight have been confined to Japanese tonnage only. The following rates have been paid: Karatsu to Hongkong \$1.25, Moji to Hongkong \$1.00, option cargo to Canton at \$2.50, Hongkong to Canton \$1.20 \$1.70, Port Courbet (located between Hongkong and Haiphong) to Canton \$1.90, Wakamatsu to Swatow \$2.35, Milke to Singapore \$3.00, Haiphong to Canton \$1.70 and Wakamatsu to Canton \$1.55 per ton.

Sail Tonnage Loading or to Load.—For Baltimore and New York.—British ship Lynd-Aurel, 2,311 tons, arrived 25th September. British barque Comet arrived 18th November. Sail Tonnage Disengaged.—None.

Departure of Sailers: British ship Jutropolis 3rd January for Baltimore and New York.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100
Do. demand	97 1/2
Do. 4 months' sight	100
France—Bank T.T.	100
America—Bank T.T.	100
Germany—Bank T.T.	100
India T.T.	100
Do. demand	133
Do. 4 months' sight	133
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	75
Japan—Bank T.T.	87 1/2
Java—Bank T.T.	107 1/2

Buying.

4 months' sight L/O.	100
5 months' sight L/O.	100
30 days' sight San Francisco & New York.	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney & Melbourne.	110
4 months' sight France	120
6 months' sight	120 1/2
4 months' sight Germany	120 1/2
Bar Silver	74 1/2
Bank of England rate	4 1/2
Sovereign	11 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 8th at 2.10 p.m.—The barometer has risen considerably in E. Japan, and fallen rapidly over N. China.

A rather deep depression which has advanced Eastwards from the Yangtze valley, is moving into the Yellow Sea.

The depression lying to the North of Japan yesterday day, has moved away over the Pacific, and pressure is now again over E. Japan.

The monsoon is expected to freshen considerably in the Formosa Channel and over the northern shores of the China Sea by to-morrow.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N. E. winds, probably freshening; fair at first, some rain later.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Looe, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

A CHINAMAN was this morning placed before Mr. J. R. Wood, Second Police Magistrate, on a charge of obtaining the sum of \$500 odd from a compatriot by means of false pretences. The story of the prosecution is that an alleged agreement was concluded between the parties for a ship certain Chinese to America, and that defendant failed to do this, hence the prosecution. Mr. F. C. Butler prosecuted and Mr. J. H. Gardner defended. The case was remanded, bail being allowed in the sum of \$400.

MOTOR-BOAT TRIAL TRIP.

FOR WUCHOW-KANNING SERVICE.

By the successful launching of the motor-boat *Chit On*, built by Messrs. J. W. Kew and Company, this morning, a valuable addition has been made to the motor-boat service recently inaugurated between Wuchow and Nanking. This latest vessel from the well-known Kwong Hip Lung Company's yards was launched at Hungghom this morning in the presence of local Press representatives through the courtesy of the builders, and judging from the results of the trial trip, the motor-boat has undoubtedly a great future before it.

Following are some particulars regarding the *Chit On*—The *Chit On* is a shallow draught, tunnel-stern motor-boat with a length of 78 ft., beam 14' 6", and draught, with passengers and about 35 tons of cargo, 2' 6". The boat is fitted with a Gardner kerosene motor of 75 H.P. H. P. Gardner's patent reverse gear, solid-bronze propeller and magneto ignition. The kerosene fuel is fed under pressure, and forced lubrication is automatically effected. Messrs. J. W. Kew and Co. are the sole agents for Gardner motors, and this is the fifth vessel of her kind which has been built under their supervision.

The boat is for service on the upper reaches of the West River, where, with her four sisterships, it is anticipated she will assist materially in the development and improvement of the riverine traffic. That these motor-boats are pre-eminently successful and filling an urgent and long-felt want, is amply demonstrated by the building of these five commodious vessels within three years of the inception of the service. The shallowness of the river in the dry season precludes the employment of vessels of greater draught than 2' 6", in fact, there is often a less depth than 2' to be negotiated, and the advent of these motor-boats has been hailed with delight and universal satisfaction by the vast population of the towns on the river and in the adjacent country. The innovation has caused a change in locomotion which might be compared to that effected in the West when the "Iron-Horse" superseded the stage coaches. The single journey between Wuchow and Nanking, in the days of the native junk, often occupied a month, whereas the round trip has been performed recently by one of these boats in the marvellous time of four and a half days.

Messrs. Kew & Co. have just completed a handsome 30-ft launch with a 10 H.P. Gardner kerosene motor installed, which is intended as a pleasure boat for H. E. Tai-tai Chu of Canton. A similar boat for Pakhoi is on the stocks with a draft loaded 12 inches only. There is an ever increasing demand for vessels propelled by motor engines, and there is undoubtedly a great future for them on the numerous waterways of China. Let us hope that Hongkong will always maintain the lead in the construction and supply of them.

Events Coming.

Tuesday, 11th January.
Hongkong Benevolent Society Annual Meeting, at the City Hall, 5.15 p.m.

Wednesday, 12th January.
Hughes and Hong, Auction sale of sites for Booths and Matsbads, at the Race Course, 3 p.m.

Thursday, 13th January.
Geo. P. Lammett, auction sale of Cigarette Machines and Leather Beltings etc., at No. 82, Praya East, 11 a.m.

Belilus Public School prize distribution, by His Excellency the Governor, at noon.

Friday, 14th January.
Water Police Station Smoking Concert, 8.30 p.m.

Saturday 15th January.
China Light and Power Co., Ltd., Extraordinary general meeting at the offices of Messrs. Shewan Tomes & Co., 11 o'clock.

Monday, 17th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 18th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Wednesday, 19th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Thursday, 20th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Friday, 21st January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Saturday, 22nd January.
H.K. A. A. Marathon race. From Aberdeen to Cricket Ground, 5.30 p.m.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 25th January.
Theatre Royal, Scotch concert, 9 p.m.

Friday, 28th January.
Volunteer Ball, 9 p.m.

Saturday, 30th January.
Salisbury School prize distribution by H.E. the Governor, 12 o'clock.

Boxing at City Hall, Billy Bellow vs. Bill Lewis.

GENERAL Booth recently stated that it was intended to send a Salvation Army pioneer party into China, and it is now announced that Col. and Mrs. Lindsay have been appointed leaders of the party. The first headquarters of the Salvation Army in China will be in Canton.

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910. [85]

NOTICE.

NOTICE is hereby given that we have appointed Mr. C. MING SHAN as SOLE MANAGER of our Firm and that all receipts and other documents purporting to be made by us must bear his signature without which the same will not be recognised by us.

AM YOUNG AND COMPANY,
No. 18, Victoria Street.

Hongkong, 8th January, 1910. [84]

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that JOSEPH NATHAN & Co., LIMITED, of 88, Gracechurch Street, London, E.C., England; Merchants, have, on the 28th day of December, 1909, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The invented word "GLAXO"

in the name of JOSEPH NATHAN & Co., LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following goods:—Substances used as Food or as Ingredients in Food, in Class 42.

A Facsimile of the Trade Mark can be seen at the Office of the Official Receiver of Hongkong.

Dated the 6th day of January, 1910.

JOSEPH NATHAN & Co., LIMITED,
THOS. HAM,
Secretary.

Hongkong, 8th January, 1910. [87]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

on WEDNESDAY,

the 12th January, 1910, commencing at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co. Godowns,

73,758 BAGS FLOUR.

Comprised of the following marks:—Dayton, Everitt, Rooster, Mowlan Penny, Lobster, Peach, Box, Owl, Angel, Angelic, Fairy and Grapes.

(All more or less damaged ex s.s. *Salpa*).

TERMS:—Cash on delivery.

For further Particulars, apply to G. P. LAMMETT, Auctioneer.

Hongkong, 8th January, 1910. [88]

PARTICULARS AND CONDITIONS OF

the Public Auction Sale, to be held on MONDAY, the 17th day of January, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kau U Fong, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements (Approximate)	Contents in Square Feet	Annual Rent	Upset Price
1	Kau U Fong	110' x 110'	12,100	100	1,100

THE Steamship

"COBLENZ,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of January, at 9.30 A.M.

All Claims must reach us before the 25th of January, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS "OKOHAMA" TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 12TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 12TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 23RD.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"EMPRESS OF IRELAND" FRIDAY, JUNE 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials posted to Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (intermediate between the accommodation and commensurate being excellent in every way).

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$64.50.

Via New York \$71.10.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Peddar Street and Praya (opposite Blake Place).

INDO-CHINA STEAM NAVIGATION CO., LD.

(FOR PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"WOSANG"	MONDAY, 10th Jan., Noon.
MANILA	"YUNTSANG"	FRIDAY, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 21st Jan., Noon.
MANILA	"LOONGSANG"	FRIDAY, 21st Jan., 4 P.M.
SINGAPORE, PENANG & GALUTTA	"KUTSANG"	SATURDAY, 22nd Jan., Noon.
SINGAPORE, PENANG & GALUTTA	"LAISANG"	TUESDAY, 1st Feb., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaochow, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Manager.

Telephones No. 215 Sub. Exch. 4.
Hongkong, 8th January, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

SWATOW & SHANGHAI	STEAMERS	DATE	TIME
SHANGHAI	"HANYANG"	9th Jan.	Daylight.
HONGKONG	"CHINHUA"	9th Jan.	Daylight.
HONGKONG	"SHAOHONG"	9th Jan.	Daylight.
HONGKONG	"SHANGHAI"	9th Jan.	10 A.M.
MANILA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	10th Jan.	4 P.M.
MANILA	"TAMING"	11th Jan.	3 P.M.
TSINGTAI, WEIHAIWEI & CHEFOO	"HANYANG"	11th Jan.	4 P.M.
AMOI & SHANGHAI	"HUMAN"	11th Jan.	4 P.M.
ZAMBOANGA, OEBU & ILOILO	"KAIPONG"	12th Jan.	4 P.M.
SHANGHAI	"CHENGHAI"	12th Jan.	4 P.M.
SHANGHAI	"AMIT"	12th Jan.	Daylight.
MANILA	"TAMING"	18th Jan.	3 P.M.
SHANGHAI	"LINAN"	20th Jan.	4 P.M.

S.S. "TAMING" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chongchuan, Linan, Chongchuan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before daylight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephones No. 215 Sub. Exch. 4.
Hongkong, 8th January, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
SAIRO	1540	R. Rodger	MANILA	SATURDAY, 15th Jan., at Noon.
SAIRO	1540	A. Fraser	MANILA	SATURDAY, 22nd Jan., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

Hongkong, 8th January, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers.

"PEMBROKESHIRE" (Capt. "Segura") & "CARMARTHENSURE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st January and beginning of March respectively.

FARE TO LONDON £85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES—PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct route service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,162	FRIDAY, 31st Jan., at Noon.
Do.	"CHICAGO MARU" Capt. T. Saito	—	WEDNESDAY, 23rd Feb., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUI & SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 9th Jan., at 10 A.M.
SHANGHAI via SWATOW and AMOI	"CHOSHUN MARU" Capt. T. Saito	THURSDAY, 13th Jan., at Daylight.
TAMUI & SWATOW & AMOI.	"DAIJIN MARU" Capt. H. Moriyama	SUNDAY, 16th Jan., at 10 A.M.
ANPING via SWATOW and AMOI	"CHOSHUN MARU" Capt. T. Saito	WEDNESDAY, 17th Jan., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "DAIJIN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th January, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1909
MAKESILLES, LONDON AND ANTWERP	"KAMO MARU" Capt. F. L. Commer.	WEDNESDAY, 19th Jan., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"AKI MARU" Capt. K. Sato.	WEDNESDAY, 2nd Feb., at Daylight.

VICTORIA, B.C. & SEATTLE
"Kangawa Maru" leaving Hongkong 15th Feb. due Kobe 10th Feb. connects

VICTORIA, B.C. & SEATTLE
"Iwa Maru" leaving Hongkong 15th March due Yokohama 15th March, connects

SYDNEY AND MELBOURNE
"YAWATA MARU" leaving Hongkong 15th Jan. due Yokohama 15th Jan. connects

NAGASAKI, MOJI, KOBE & YOKOHAMA

NAGASAKI, MOJI, KOBE & YOKOHAMA

SHANGHAI, MOJI AND BOMBAY

BOMBAY, VIA SINGAPORE AND COLOMBO

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 7 days and to Yokohama 8 days.

For further information as to Freight, Passage, Sailings, etc., apply N.Y.K. Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE BARK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Sailing Date
Sussex	6,233	S. Shotton	13th Jan.
Oceanic	4,657	F. W. Davies	10th Feb.
Kumeric	6,233	J. Mathie	10th March
Aymeric	4,363	J. Boyd	7th April

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE ON STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 22nd December, 1909.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI."

Captain Dini, will be despatched as above on FRIDAY, the 14th inst., at Noon.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th January, 1910.

[16]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched, as above on 10th January, at Daylight.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 6th January, 1910.

[83]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain R. Hayes, will be despatched, as above about 15th January.

See Special Advertisement.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th December, 1909.

[83]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. R. S. GROWN.

Leave Hongkong for Canton at 9 o'clock evening, (Saturday excepted).

Leave Canton for Hongkong at 1.15 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$1.25 each.

Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YLEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

(No. 5, Queen's Road West.

Hongkong, 16th April 1909.

[16]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 17th December, 1909.

[16]

Shipping—Steamers.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast, regular, cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS"

will leave on or about 30th January, 1910.

For further particulars apply to

P. A. LAPICQUE & CO., Agents at Hongkong, No. 4 Queen's Building.

Telephone 950.

Hongkong, 7th January, 1910.

[17]

For Sale.

FOR SALE (with stock)

AT

GRACA & CO.'S

STORE,

37, DES VŒUX ROAD CENTRAL.

[17]

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARTS.

AND

A Variety of Articles suitable

for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.

37, DES VŒUX ROAD CENTRAL.

[17]

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

[17]

MOTOR BOATS

FOR HIRE.

ALWAYS AT BLAKE PIER.

[17]

NEW BICYCLES

FOR HIRE and SALE.

[17]

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES

and MOTORS.

[17]

DRAGON CYCLE DEPOT

[17]

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOURIS & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CI. SING QUOTATION VS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,001,819	{ Interim of £2 for account 1909 @ ex 1/9th = \$12.72	4 %	\$1,000 sales London £91.10/11
National Bank of China, Limited	96,925	7	6	{ \$4,000 \$4,000 \$4,000 }	\$30,552	\$2 (London 3/6) for 1909	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	none	\$10 for 1908	7 %	\$145 sellers
North China Insurance Company, Limited	10,000	15	65	{ Tls. 221,000 Tls. 221,000 Tls. 221,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 112 1/2
Union Insurance Society of Canton	12,400	\$150	\$100	{ \$90,000 \$90,000 \$90,000 }	\$2,464,821	{ Final of \$7 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$900 sa. and b.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$7,763	\$12 and bonus \$3 for 1907	7 %	\$130
FIRE.								
China Fire Insurance Company, Limited	70,000	\$100	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$368,711	\$27 for 1907	7 1/2 %	\$370 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$7,000 \$7,000 }	\$1,035	\$1 for 1908	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	NIL	\$1 for year ending 30.6.1908	...	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$1,200,000 \$1,200,000 }	\$21,179	Interim of \$1 1/2 for account 1909	7 1/2 %	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	...	\$63 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$61,817	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	6 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$50,000 \$50,000 \$50,000 }	\$1,121	{ \$1.00 \$0.50 for year ending 10.4.1909	4 %	\$16 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000 }	Dr. \$5,538	\$5 for year ending 31.12.08	3 1/2 %	\$158 sales
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$15,891	\$3 for 1897	...	\$17 sellers
Pink Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6.02	Tls. 10 for year ending 31.8.09	...	Tls. 355 buyers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$1,191	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 sellers
Raub Australian Gold Mining Company, Limited	150,000	1	18 1/10	{ \$1,800,000 \$1,800,000 \$1,800,000 }	Dr. \$1,191	No. 12 of 1/- = 18 cents	...	16 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$3,300,000 \$3,300,000 \$3,300,000 }	\$10,108	None	...	\$59 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$2,500,000 \$2,500,000 \$2,500,000 }	\$145,162	Interim of \$1 1/2 for account 1909	...	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 5,570,000 Tls. 5,570,000 Tls. 5,570,000 }	Tls. 6,251	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 72 1/2 ex d.
Shanghai and Hongkong Wharf Company, Limited	150,000	Tls. 10	Tls. 100	{ Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 }	Tls. 22,828	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 4,134	Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$751,845 \$751,845 \$751,845 }	\$24,641	{ \$1.20 on old and 60 cents on first new issue Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$15 sales \$78 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$25	{ \$60,000 \$60,000 \$60,000 }	\$19,372	Interim of \$1 1/2 for account 1909	6 1/2 %	\$47 new buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$500,000 \$500,000 \$500,000 }	\$5,486	60 cents for 1908	7 1/2 %	\$18 1/2 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000 }	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$44 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000 }	Tls. 12,991	Tls. 11 for year ending 31.10.09	...	Tls. 139 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 750,000 Tls. 750,000 Tls. 750,000 }	Tls. 40,998	50 cents for year ending 31.7.08	...	\$6 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$9,553	Tls. 7 1/2 for year ending 30.9.06	...	Tls. 75
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 750,000 Tls. 750,000 }	Tls. 8,372	Tls. 4 for 1908	...	Tls. 101
Leau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	{ Tls. 800,000 Tls. 800,000 Tls. 800,000 }	Tls. 4,829	Tls. 5 for 1906	...	Tls. 25
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 15,911
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	{ \$1,063,000 \$1,063,000 \$1,063,000 }	\$648	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	\$61,138	\$1.20 for 1908	10 %	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$1,893	50 cents for year ended 28.2.06	8 1/2 %	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$3,756	80 cents for 1908	8 %	\$16 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$300,000 \$300,000 }	\$1,893	\$1.20 for year ending 31.7.09	8 1/2 %	\$16 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000 }	\$3,756	Interim of 35 cents for account 1909	10 %	\$7 1/2 sa. and b.
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$120,000 \$120,000 }	\$5,000	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ \$600,000 \$600,000 \$600,000 }	\$5,195	\$1 1/4 bonus 20 cts. for year ending 29.2.09	6 %	\$10 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$15	{ \$125,000 \$125,000 \$125,000 }	\$7616	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$25	\$15	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$8790	Interim of \$1 for account 1909	8 1/2 %	\$121 sales
Matshapipoi to Mijon, Bosch en Landbouwen	25,000	Gs. 100	Gs. 100	{ Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000 }	Tls. 316,682	{ Final of Tls. 1 1/2 and bonus of Tls. 7 1/2 for 1909	...	Tls. 940 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000 }	\$1,204	80 cents for year ending 30.4.09	6 %	\$13 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$1,204	\$1 paid shares for year ending 30.4.09	3 %	\$91 buyers
Philippines Company, Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000 }	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 135 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 600,000 Tls. 600,000 Tls. 600,000 }	Tls. 5,350	None	...	\$2 1/2 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	Dr. \$56,602	40 cents for year ending 31.5.09	7 %	\$1
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$500,000 \$500,000 \$500,000 }	\$172	60 cents for year ending 31.12.08	5 %	\$1 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000 \$100,000 }	\$2,613	Final of 30 cts. making 50 cts. for the year ended 30th June, 1906	6 1/2 %	\$7
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	{ \$900,000 \$900,000 \$900,000 }	\$2,613	Final of 30 cts. making 50 cts. for the year ended 30th June, 1906	6 1/2 %	\$3 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$105,000 \$105,000 \$105,000 }	\$282	Interim of 12 1/2 % for account 1909	...	17 1/2 sales
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	{ \$3,750,000 \$3,750,000 \$3,750,000 }	none	30 % interim for 1909	...	\$8 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$10	{ \$200,000 \$200,000 \$200,000 }	none	2 1/2 for 1909	...	\$6 1/2 sales
Cardfield Rubber Estate, Limited	35,650	1	1	{ \$356,500 \$356,500 \$356,500 }	none	None	...	\$6 1/2 sales
Damansara (Selangor) Rubber Co.	10,000	1	1	{ \$100,000 \$100,000 \$100,000 }	none	None	...	\$6 1/2 buyers
Gocondas Malay Rubber Co.	8,000	1	1	{ \$80,000 \$80,000 \$80,000 }	none	None	...	\$6 1/2 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	1	1	{ \$1,814,540 \$1,814,540 \$1,814,540 }	none	7 1/2 % interim for 1909	...	nominal
Kamuning (Perak) Rubber Co. (contributory)	125,541	1	1	{ \$1,255,410 \$1,255,410 \$1,255,410 }	none	None	...	nominal
do. do. 4 Shares	...	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000 }	none	None	...	nominal
do. do. B Shares	...	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000 }	none	None	...	nominal
Kuala Lumpur Rubber Co., Limited	105,000	1	1	{ \$1,050,000 \$1,050,000 \$1,050,000 }	none	None	...	nominal
Linggi Plantations, Limited (ordinary)	100,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000 }	none	None	...	nominal
do. do. (7 1/2 % pref.)	10,000	1	1	{ \$100,000 \$100,000 \$100,000 }	none	None	...	nominal
Ragalla Rubber Company, Limited (ordinary)	22,500	1	1	{ \$225,000 \$225,000 \$225,000 }	none	None	...	nominal
do. do. (8 1/2 % pref.)	2,500	1	1	{ \$25,000 \$25,000 \$25,000 }	none	None	...	nominal
Ledbury Rubber Estate, Limited	40,000	1	1	{ \$400,000 \$400,000 \$400,000 }	none	None	...	nominal
do. do. (contributory)	20,000	1	1	{ \$200,000 \$200,000 \$200,000 }	none	None	...	nominal
Sago Rubber Company, Limited	1,000	1	1	{ \$10,000 \$10,000 \$10,000 }	none	None	...	nominal
Sandycroft Rubber Company	1,000	1	1	{ \$10,000 \$10,000 \$10,000 }	none	None	...	nominal
Selangor Rubber Company, Limited	80,000	1	1	{ \$800,000 \$800,000 \$800,000 }	none	None	...	nominal
Shallford Rubber Estate, Limited	65,000	1	1	{ \$650,000 \$650,000 \$650,000 }	none	None	...	nominal
Singapore & Johore Rubber Company, Limited	2,500	1	1	{ \$25,000 \$25,000 \$25,000 }	none	None	...	nominal
Sungai Chok Rubber Estate Company, Limited	45,000	1	1	{ \$450,000 \$450,000 \$450,000 }	none	None	...	nominal
Sungai Kagar Rubber Company	110,000	1	1	{ \$1,100,000 \$1,100,000 \$1,100,000 }	none	None	...	nominal

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Intimations

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Hongkong, 1st August, 1909.

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